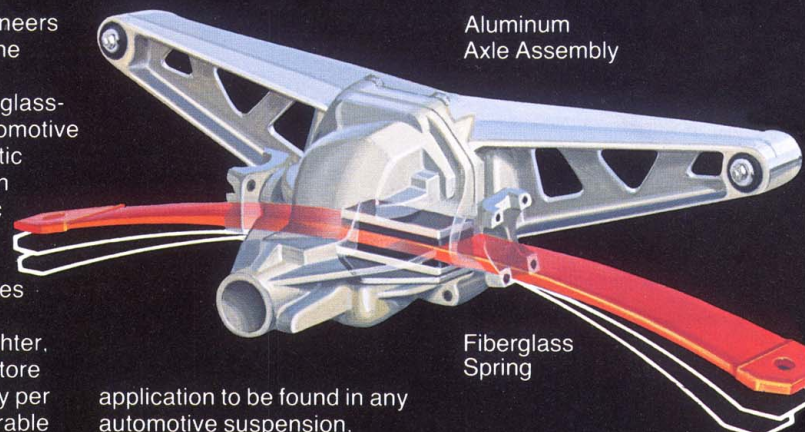


C10 R9V E8T T1E



Corvette is a rolling showcase of new technology, new materials and new thinking—all part of an evolutionary process that continues year after year. Adherence to the principle of engineering excellence has been applied to all areas, from the front bumpers to the aircraft-style cockpit to the rear suspension system. It is these kinds of developments—detailed here—that make Corvette what it is today: one of the most renowned two-seat sports cars in the world.

For 1981, Corvette engineers trod where none have gone before by developing the world's first and only fiberglass-reinforced composite automotive spring (used with automatic transmission only). It even won the Society of Plastic Engineers Grand Award. This monoleaf rear spring—at 8 lbs.—replaces a 41-lb. steel multileaf spring. And it's not just lighter, it's more efficient. It can store six times the strain-energy per unit weight than a comparable weight of spring steel. This is the lightest possible leaf spring



application to be found in any automotive suspension. And steel interleaf friction is eliminated. This fiberglass spring supports the weight of the car that rests on the rear wheels and provides suspension compliance. Wheel position is

controlled by a system of links and pivots.

Attention to detail for 1981 includes other engineering developments such as magnesium valve rocker covers and stainless steel exhaust manifolds. And an

improved anti-theft alarm system with starter-interrupt feature to disable the starting circuit if forced entry is made, even if the ignition switch is bypassed. The whole system is passive—it is easily armed and disarmed automatically when you lock and unlock the doors.

Also new is an auxiliary electric fan that cuts in quietly and automatically if extra cooling is needed. This allows use of a smaller engine fan with fewer, lower-pitched blades for reduced drag and quieter operation.

Computer Command Control. It sounds high tech, and it is. It's an on-board computer that adjusts ignition timing and air fuel mixture. By continuously monitoring specific functions, it fine-tunes the engine under all normal

operating conditions as you drive. Altitude, barometric pressure and temperature changes are factored in. The whole system is even self-diagnostic. It pinpoints problems for your Chevrolet service technician. And it's even covered by the 5-year 50,000-mile emissions system warranty. Ask your dealer for details.

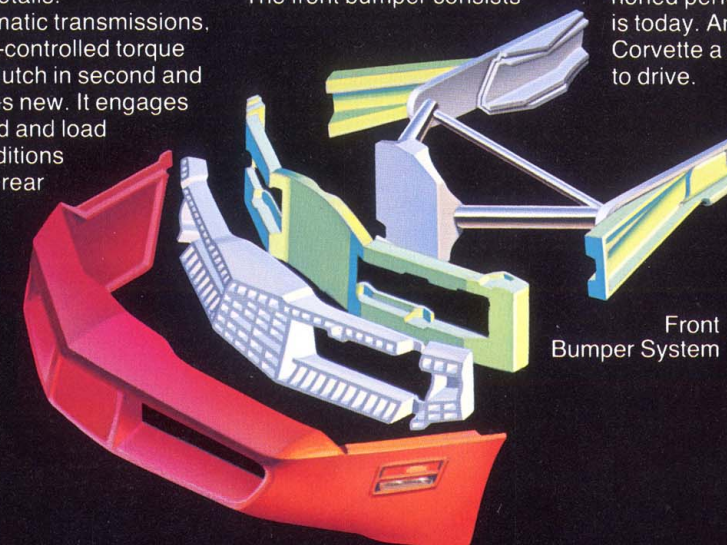
For automatic transmissions, a computer-controlled torque converter clutch in second and third gears is new. It engages at most road and load driving conditions for efficient rear

wheel power transfer—unlike the slippage normally found in conventional automatic transmissions.

Look at engineering breakthroughs introduced in 1980. Corvette's front and rear bumper systems were reduced by 84 lbs. Fit and appearance were improved, as well as aerodynamic drag efficiency. The front bumper consists

of a three-piece fiberglass supporting structure to replace the earlier steel parts. Aluminum intake manifolds eliminated another 24 lbs. And aluminum also found its place in a new rear axle assembly.

A lot has gone into Corvette. The evolutionary process adds, subtracts and improves. It's what makes Corvette the finely honed performance machine it is today. And it's what makes Corvette a unique experience to drive.



"We critique Corvette with the same engineering objectivity we'd use to evaluate a military aircraft. What is Corvette's mission? How well does it carry out that mission?"

Dave McLellan,
Chief Engineer, Corvette



A WORD ABOUT THIS CATALOG: We have tried to make this catalog as comprehensive and factual as possible and we hope you find it helpful. However, since the time of printing, some of the information you will find here may have been updated. Also, some of the equipment shown or described throughout this catalog is available at extra cost. Your dealer has details and, before ordering, you should ask him to bring you up to date. The right is reserved to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models. Check with your Chevrolet dealer for complete information.

In line with the Corvette philosophy of evolutionary development is a brand-new assembly plant in Bowling Green, Kentucky, that will replace during this year the plant at St. Louis, where Corvettes have been built for 28 years. The Bowling Green facility, which will build Corvettes exclusively, is an investment in Corvette's future. It represents the experience and knowledge learned over all those years, which are reflected in the state-of-the-art innovative technology used to build Corvettes.

Just one of these modern technological innovations is a new paint process. In addition to many solid colors, four new optional two-tone treatments celebrate the opening of the new plant. All solid and two-tone metallics employ a base coat/clear coat application for outstanding beauty. This method allows use of glamor metallics with large-flake high-metallic content. And the clear acrylic enamel finish

coat gives a depth of luster not possible with conventional paint finishes. It also provides a measure of protection against the elements.

The four two-tone color combinations are shown on this page. See the back cover for solid color listing.

Beige over
Dark Bronze Metallic

Silver Metallic
over Charcoal Metallic

"What you see here is a reflection of our constant striving to build a great road machine. The plant and the paint system are two examples of Chevrolet's commitment to quality."

Dave McLellan

Claret Metallic
over Dark Claret Metallic

Silver Metallic
over Dark Blue Metallic



STANDARD EQUIPMENT

Engine

5.7 Liter (350 CID) 4-Bbl.
90° V8 engine

Black-accented
magnesium rocker covers

Tubular stainless steel
exhaust manifolds

Chrome-plated air cleaner cover

Sealed side terminal Delco
Freedom II heavy-duty battery

Auxiliary electric cooling fan

Computer Command Control

High Energy Ignition system

Drive train

Fully synchronized 4-speed
manual transmission or auto-
matic transmission with
converter clutch feature in
both second and third gears

Console-mounted shift lever
with leather boot

Limited-slip rear axle with
aluminum differential
housing support

Electrical

Power windows with
console-mounted controls

AM/FM push-button radio
with dual front speakers
and fixed mast antenna
(may be deleted for credit)

Air conditioning, heater and
defroster with 3-speed blower

Full instrumentation—speed-
ometer with trip odometer,
7000-RPM tachometer,
voltmeter, oil pressure and
water temperature gages

Quartz analog clock

Warning lights for low fuel,
brakes, electric choke,
seat belts and generator

Washer and dual-speed wipers
with time-delay feature

Illuminated visor mirror
for passenger

Courtesy and dome lights
with time delay

Ashtray and cigarette
lighter in center console

Dual-unit retractable
headlamps with halogen
inner high beams

Automatic cornering lights

Dual horns

Underhood light

Body exterior

Steel-reinforced fiberglass
construction

Removable roof panels, with
storage bags and tie-down

Tinted glass for all windows

Magic Mirror lacquer, enamel,
or enamel/clear coat on all
paint finishes

Dual body color sport mirrors
with remote controls

Body interior

Molded shell seats with foam
pads and high pivot folding backs
that fold flat (passenger only)

Padded vinyl and carpeted
doors with map pockets

Leather with vinyl bolsters
or full cloth seat trim

Molded cut-pile
carpeting with
carpeted floor mats

Glove box lock
and light

Dual padded
sunshades (driver's
shade extends)

Rear underfloor storage
compartment with lock

Interior hood release

Tilt-Telescopic steering
wheel with leather-wrap rim

Center console with coin tray

Carpeted luggage area with
concealment shade

Day-night rearview mirror

Chassis

Power steering

Power four-wheel disc brakes
with dual hydraulic circuits
and brake warning light

Steel-belted radial ply
blackwall tires (4)

Rally wheels with bright trim
rings (4) and center caps

Lightweight bias ply fully
inflated spare tire and wheel

Independent front suspension
with coil springs and
stabilizer bar

Independent rear suspension.
Fiberglass-reinforced
composite single leaf spring

with automatic transmission,
steel multi-leaf spring with
manual transmission

Integrated energy-absorbing
front and rear bumpers

Side lift jack

24-gallon fuel tank with
high-density polyethylene liner

Corrosion resistance

Steel-reinforced fiberglass body

Galvanized steel body floor

Hot-melt-wax frame coating

Zincroterne® coating
for power steering,
fuel and brake lines

SAFETY FEATURES

Occupant protection

Manual lap/shoulder belts
for driver (with reminder
light and buzzer)
and passenger

Energy-absorbing steering
column

Passenger guard door locks

Safety door latches and
stamped steel hinges

Energy-absorbing padded
instrument panel with
anti-reflective upper surface

Laminated windshield/
tempered side and rear glass

Safety armrests

International identification
symbols for controls and
displays

Anti-theft

Anti-theft audio alarm system
with starter interrupt feature

Anti-theft ignition key
reminder buzzer

Anti-theft steering column lock

Accident avoidance

Side marker lights
and reflectors

Parking lamps that
illuminate with headlamps

Four-way hazard warning
flasher

Backup lights

Lane change feature in
direction signal control

Windshield defrosters,
washer and dual-speed wipers
with time delay feature

Vinyl-edged inside mirror

Dual remote outside rearview
mirrors, convex right-hand

Dual master cylinder brake
system with warning lights

Starter safety switch

OPTIONAL EQUIPMENT

Delco radios. Choose a Delco AM/FM stereo radio.

Or select from available Delco ETR AM/FM stereo radio models:

• with 8-track tape player

• with cassette tape player

• with CB and 8-track tape player

• with CB and cassette tape player

These ETR™

(Electronically
Tuned Receiver)

AM/FM stereo
models

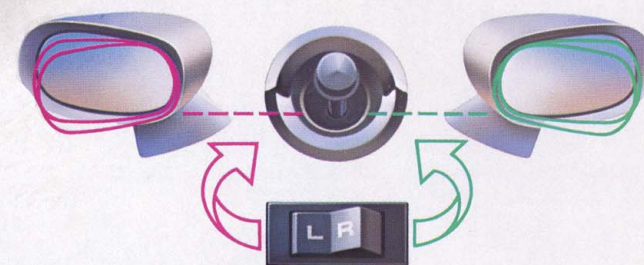
feature LED

readout, improved power
(40% increase over 1980

models), improved AM noise reduction, electronic
station memory, front/rear balance controls,
automatic loudness control and more.

All Citizens Band ETR radios include power
tri-band antenna. Power antenna optional
with other radios. All ETR radios include
a digital clock (standard clock
replaced by oil temperature gage when
ETR radio is ordered).

Dual rear speakers, with extended
frequency range, included with all stereo
radios for dynamic sound reproduction.



Electric twin remote control sport mirrors.

Twin sport mirrors are electrically controlled
by two switches on the center console.

Automatic speed control with Resume Speed feature.

Designed to operate
above speeds of
approximately 30 MPH
(50 km/h). The speed
you preset remains
constant up or down
hills until braking or
turning the system off.



Six-way power driver's seat.

Six-way control provides good
seat position for comfort, visibility
and operating control access.

Electric rear window defogger.

Aluminum wheels.

Removable glass roof panels

with solar screening to help
keep vehicle interior cooler

Goodyear white-lettered, steel-belted radial tires.

P225/70R-15

P255/60R-15—Eagle GT

Roof panel carrier (rear deck).

Gymkhana sports suspension

includes rear stabilizer bar,
higher rate rear steel springs
and special tuned front and rear
shock absorbers (included with
trailer equipment package).

Power door lock system.

Heavy-duty shock absorbers.

Trailer package

includes heavy-duty radiator
and Gymkhana suspension
(requires automatic transmission).

2.87 ratio performance axle

for automatic transmission
(California only).

The GM Continuous Protection Plan

It offers service protection in
addition to that provided by GM's
new vehicle limited warranty.
Ask your dealer about it.

Coverage is limited to U.S.A.

and Canada

for 1981

model year.

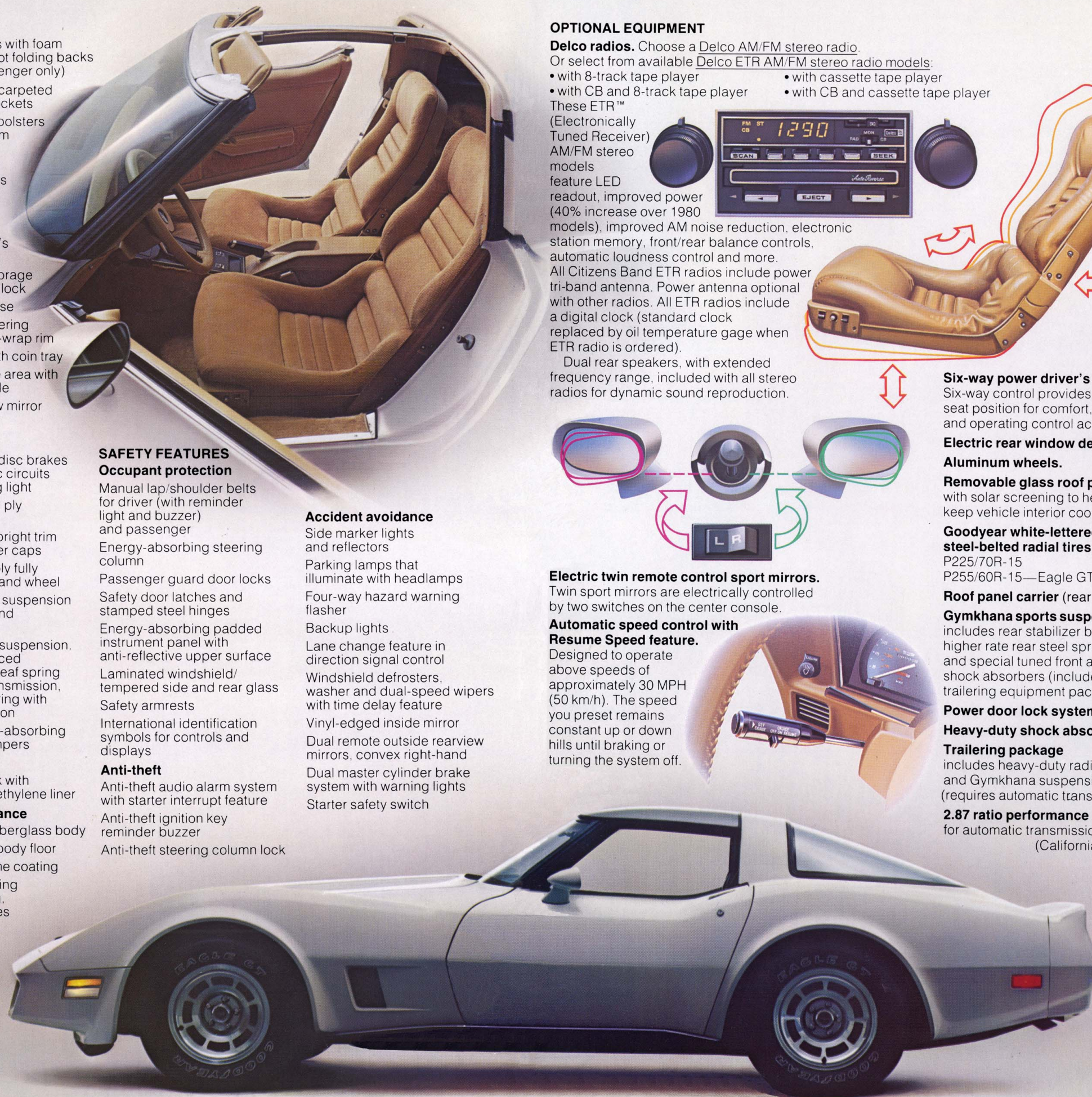
Continuous
Protection
Plan

GM

A word about assembly, components and optional equipment in these Corvettes.

The Chevrolets described in
this catalog are assembled at
facilities of General Motors
Corporation operated by the
GM Assembly Division. These
vehicles incorporate
thousands of different
components produced by
various divisions of General
Motors and by various
suppliers to General Motors.
From time to time during the
manufacturing process, it may
be necessary, in order to meet
public demand for particular
vehicles or equipment, or to
meet federally mandated
emissions, safety and fuel
economy requirements, or for
other reasons, to produce
Chevrolet products with
different components or
differently sourced
components than initially
scheduled. All such
components have been
approved for use in Chevrolet
products and will provide the
quality performance
associated with the Chevrolet
name.

With respect to extra cost
optional equipment, make
certain you specify the type of
equipment you desire on your
vehicle when ordering it from
your dealer. Some options may
be unavailable when your car
is built. Your dealer receives
advice regarding current
availability of options. You
may ask the dealer for this
information. GM also requests
the dealer to advise you if an
option you ordered is
unavailable. We suggest that
you verify that your car
includes the optional
equipment you ordered or, if
there are changes, that they
are acceptable to you.



Specifications

CORVETTE POWER TEAMS							
Engine						Transmissions	
Standard all states	Ordering Code	Displacement	Compression Ratio	Net Horsepower	Net Torque	4-Speed Manual	Automatic
5.7 Liter 4-Bbl. V8 ^(A)	L81	350 Cu. In.	8.2:1	190 @ 4200 RPM	280 Lb.-Ft. @ 1600 RPM	Standard	(B)

(A) Produced by GM: Chevrolet Motor Division.

(B) Available in place of standard four-speed manual transmission at no extra charge.

A WORD ABOUT ENGINES	Corvettes are equipped with GM-built engines produced by Chevrolet Motor Division. Please refer to power team information on this page, or see your dealer for details.
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GENERAL		Rear-Wheel Drive; Front Engine; Corrosion-resistant, Steel-reinforced Fiberglass Body.			
TRANSMISSION	Standard	4-speed Manual with 2.72 Final Drive Ratio			
	Optional	(No Extra Charge) 3-speed Automatic with 2.87 Final Drive Ratio			
CHASSIS	Front Suspension	Independent, Upper and Lower Control Arms, Coil Springs, Stabilizer Bar			
	Rear Suspension	Independent, Transverse Leaf Spring, Lateral Struts Fiberglass-reinforced Monoleaf Rear Spring (standard with automatic transmission)			
STEERING—TYPE		Power-assisted Recirculating Ball with Tilt and Telescopic Adjustments			
		Steering Wheel Turns, Lock to Lock		2.58	
		Turning Circle, Curb to Curb		40.4 Feet	
BRAKE SYSTEM		Power Four-wheel 11.75-inch Ventilated Disc Brakes with Dual Hydraulic Circuits and Warning Lights			
TIRES—TYPE		Steel-belted, Radial Ply Blackwall—Size P225/70R-15			
DIMENSIONS (Inches)		Exterior		Interior	
		Wheelbase	98.0	Head Room	36.2
		Length (overall)	185.3	Leg Room	42.1
		Width (overall)	69.0	Hip Room	49.9
		Height (loaded)	48.0	Shoulder Room	47.5
		Tread, Front/Rear	58.7/59.5	Usable Luggage Capacity (cu. ft.)	8.4
APPROXIMATE CURB WTS. (lbs.)		Manual Transmission		3345	
		Automatic Transmission		3345	
COLOR CHOICES					
Solid Exterior		Two-Tone Exterior (Upper/Lower) (Optional at Extra Cost)		Interior	
Red	Silver Metallic			Cloth Bucket Seats	Leather/Vinyl Bucket Seats
Yellow	Dark Blue Metallic	Claret Metallic/Dark Claret Metallic		Camel	Silver Gray
Black	Mahogany Metallic	Silver Metallic/Dark Blue Metallic		Dark Blue	Charcoal
White	Claret Metallic	Silver Metallic/Charcoal Metallic		Silver Gray	Dark Red
Beige	Maroon Metallic	Beige/Dark Bronze Metallic		Dark Red	Camel
	Charcoal Metallic			Black	Dark Blue
	Dark Bronze Metallic			Rust	Black
	Dark Claret Metallic				
LONG RECOMMENDED SERVICE INTERVALS*		Engine Oil		12 months or 7,500 miles	
		Oil Filter		12 months or 7,500 miles; every 15,000 miles thereafter	
		Spark Plugs		30,000 miles	
		Chassis Lubrication		12 months or 7,500 miles	
		Automatic Transmission Fluid Change		Every 100,000 miles	
*See Owner's Manual for conditions requiring more frequent intervals.					

*See Owner's Manual for conditions requiring more frequent intervals.

